

Whereas:

1. Connecting the two segments of the WB&A trail with a bridge across the Patuxent River is necessary for creating a direct trail between the Baltimore and Washington metropolitan areas and closing a key gap in the East Coast Greenway;
2. the two counties are one mile apart on where that crossing should be;
3. the two counties have each selected their preferred routes without the benefit of a cost analysis, environmental assessment, or clear determination of who owns a key portion of the old railroad right of way;
4. bridges over major rivers can have complex and unexpected environmental impacts and design costs;
5. the counties lack the staff and budgets necessary to resolve complex tradeoffs between environmental impacts and costs, especially in the case of an inter-county bridge where the counties value different aspects differently;
6. And the Maryland State Highway Administration, the Maryland Transit Authority, and other transportation agencies have decades of experience organizing environmental assessments and feasibility studies that balance a wide variety of factors and engage key regulatory agencies and stakeholders in the selection of preferred of highway corridors, which often include multiuse trails (e.g. ICC, Woodrow Wilson Bridge).

Be it resolved.

The Maryland Bicycle and Pedestrian Advisory Committee *recommends* that the Secretary (1) authorize an appropriate state agency to initiate a combined environmental assessment, feasibility study and alternatives analysis for a bridge over the Patuxent River connecting the two segments of the WB&A Trail; and (2) invite Anne Arundel and Prince Georges counties to participate; and *authorizes* the Chairman to send the following letter to the Secretary, with whatever editorial changes are necessary in his judgment.

*Adopted by MBPAC*

*Dec 9, 2011*